

THE VICTORIA DAILY STANDARD.

VOLUME 1.

VICTORIA, V. I., THURSDAY MORNING, NOVEMBER 24, 1870.

NUMBER 136.

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THE DAILY STANDARD.

A. DECOSMOS,
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To Our Readers.
Any neglect on the part of our Carriers to deliver the STANDARD at the proper time and place will be promptly remedied on application at the Publication Office, next door to the Bank of British Columbia, Government Street.

The Daily Standard.

Thursday November 24, 1870.

The Railway Route.

What object the Colonist can have in persistently opposing the Terminus, we don't know. Whose views it represents we don't know. Whether it is the mouth-piece of the Governor, Mr. Trutch, or any one else, on this question, we don't know. Whether it is the organ of a few office-seekers or not—and, consequently, anything that will apparently distort their schemes, has to be denounced—we don't know. We do know, however, that the Colonist has opposed the Terminus, does oppose the Terminus, and exerts every nerve to persuade the people to take the Railway clause as it is, and leave the Terminus to chance,—to a corps of unknown engineers, to be appointed by No-One-Knows-Who, and to be determined as they may think proper,—after Confederation shall have taken place. We could thoroughly comprehend such a recommendation in a journal not dependent on Victorian support—and not representing Victorian opinion. We could imagine how a paper in our midst, devoted to the interests of New Westminster or Barrard Inlet, or both, could studiously teach our people not to do anything about the Terminus, but to leave their vested interests in this part of the Colony to the tender mercies of a number of carpet-bag office-seekers. But we can't understand what object a real organ of local public opinion can have in working against the interests of its patrons. It is true that the paper in question has changed its tune respecting the possibility of amending the Terms of Confederation; and is now working, we must say, hustily in the wake of the STANDARD in favor of getting a better guarantee for the Graving Dock at Esquimalt, from Canada, inserted in the terms. This is a very proper come-down for our contemporary; but to set up the Graving Dock before the people, whilst ignoring the Terminus, is to throw the ball to the Victorians, whilst the kernel is to be enjoyed at Barrard Inlet. The Graving Dock we want. Esquimalt is the only place for it in British Columbia. But we have no notion whatever of being bought by a Graving Dock amendment to the Terms of Confederation, to overlook the importance of the Terminus at Victoria. An hundred thousand dollars or so can be raised any time to construct a patent slip that will answer every immediate purpose of disabled merchantmen; and under the Terms of Confederation, the Dry Dock will only cost Canada, in ten years, \$250,000; and if the time be extended to twenty years, only \$50,000. Yet for this paltry half a million dollars we are asked to shut our eyes to the fact that the Terminus if located elsewhere than at Victoria and Esquimalt would reduce the value of property here more in one year than it would cost us to construct the Graving Dock without the aid of Canada. No; it is the Terminus that we want here. It is the Terminus that we want inserted in the terms of Confederation. It is Victoria and Esquimalt as the Pacific terminus of the Victoria and Montreal Railway that we wish named in an amendment to the terms. Neither Barrard Inlet, Semiahmoo, or Bute Inlet, is the place where the first sod of the Canadian Pacific Railway should be turned, but here at Victoria. No terminus here, means poverty to men who are now comfortable. It means a heavy loss to every one who owns town or country property, in this part of the Colony. He who opposes its location here, or is willing to leave it to chance, is an enemy to our interest,—deny it who can. The people of this end of the Colony had, to use the words of a prominent public man, "better smoke their pipes for a year than starve the balance of their lives,"—had better delay Confederation a year than rule Vancouver Island interests." We are no advocates for delay; we believe there is no necessity for delaying Confederation. We do believe, however, that there is a paramount necessity to amend the terms of Confederation so as to fix the terminus here. We are heartily sick of the twaddle about the impossibility of bringing the railway here. There are absolutely no more, nor no greater engineering difficulties to overcome on the route via Johnson Strait than there are by way of the Fraser. Waddington established by years of exploration that from the mouth of the Homathco river at the head of Bute Inlet to the open country behind the Cascade Mountains there were no obstacles to the construction of a railway. Men competent to form an opinion, who have visited the Islet, have no hesitation in pronouncing the north side of Bute Inlet as suitable for a railway if a higher altitude than the water line be taken. If the railway ran on the top of the mount-

ains, it would only be from one to three thousand and four thousand feet high. But there seems to be no doubt whatever that a line can be had at a very low altitude indeed. As to two or three paltry bridges of 700 feet and 1200 feet, and a few others to connect Seymour Narrows with the north side of Bute Inlet, making that line impossible, it is sheer nonsense. Why we can do without bridges over navigable water till we can afford to build them. There is no bridge to connect the Grand Trunk Railway with Quebec. A steamer—a ferry boat connects that city with the railway at Point Levi,—a distance of nearly two miles. There was no Victoria Bridge at Montreal across the St. Lawrence when the Grand Trunk was built. On the Shore Line railway between Boston and New York the passenger cars are ferried over rivers. On leaving New York for Philadelphia, or vice versa, ferry boats carry the passengers across the Hudson, and the Delaware,—and in the winter season they have to contend with floating ice in the Hudson. We might enumerate place after place on the American Continent to show that narrow straits or sheets of water that are ferriable prove no obstacle to railway traffic. Such being the case elsewhere, why should Aran Rapids, Seymour Narrows, or any other navigable channel on Johnson Straits be considered an obstacle forcing the railway to Barrard Inlet. There is no engineering difficulty on the Bute Inlet route that is greater than those found in the Sierra Nevada and in the Wabash spur of the Rocky Mountains through which the American Pacific Railway passes. All the difficulties that can be conjured up about the Bute Inlet route are nothing to what were imagined twenty years ago about the Rocky Mountains and Sierra Nevada, the latter particularly. Hence so long as the greatest stretch of water is only 1800 feet to cross in order to bring the railway via Johnson Straits, we say let there be no faltering in getting the terminus here.

A Blood-Chilling Horror.

A FRENCH STAFF OFFICER'S STORY OF A FRIGHTFUL SCENE BEFORE METZ.

London, Oct. 27.—It is stated at May's Haunt, on the authority of a staff officer of Gen. Picard, of the Imperial Guard, who claims to have escaped through the Prussian lines on the day of the surrender of Metz, that on the day preceding, Wednesday, there took place the most awful scene ever witnessed in modern warfare. At 2 o'clock in the afternoon a compact mass of the unarmed people of Metz swarmed through the western gates of the city into the plain. They were of all ages and ranks in life, of both sexes, and numbered nearly 10,000 persons. At the head marched a man and woman, the latter carrying a white flag. In the rear were hundreds of children, all carrying little white flags. Behind them moved a strong body of French troops, pressing them forward into the plain. It is stated that these unhappy people were expelled because there was no food for them, and that they were thus moving forth solely to seek the means of saving themselves from death within the walls. As they approached a Prussian orderly was seen to ride to the front, ordering the outposts to fire on the mass. The people advanced still. When they came within range the Prussians fired on them. Still the people moved on, the man and woman in the front with the white flag, moving more rapidly. The man suddenly fell, struck by a bullet. The woman waving her white flag, continued to advance, the children meanwhile screaming most piteously. The fire of the Prussians was kept up deliberately and steadily, as if upon an armed column. The woman fell with her flag. The mass waved for a moment, then turned and fled in the most horrible disorder, struggling, falling, and involved in an excruciating confusion of the dead and dying and the fugitive. Still the Prussian fire grew constantly hotter. The French troops advancing to the front closed around the helpless mass of the flying citizens, and a terrible fusade began on both sides. The road was strewn with the bodies of women and children. The forts of Le Velleux and Les Bottes poured shell and shot among the Prussians till the last fugitive had disappeared, and the French troops slowly fell back, the motley crowd hurrying in all directions around the city walls and in and at the different gates. They trooped from all sides down the streets and flung themselves down, children carrying bundles, mothers frantic with the loss of their children in the Garde Place, where all night long they lay on the pavements in dumb despair to await their doom of famine, since evaded by the capitulation.

A CUTTING REPARTEE.—The downfall of zinc Napoleon recalls the cutting repartee which he is said to have received from Lady Blessington, who had befriended him when he was poor and adventurous in London, and who is said to have been a belle in her day. "How like you a bairn in that citadel of the Saltee Lake City," says that Brigham Young is evidently a man who believes as much in money as in Mormonism; and in coming the apostle with the financier. The solitary "Gentile" paper, which exists at Salt Lake City, says that Brigham Young lately made a bairn in that citadel of the Saltee Lake City, and if he adopted in his plan of operations a principle which is decidedly original. The cheques are made to read—"To the credit of the Lord," and if these religious discipline attempts to draw out his deposits, he is informed that the Lord is not willing to pay out any money just now. The result of this novel system of banking is that the investments are permanent.

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ains, it would only be from one to three thousand and four thousand feet high. But there seems to be no doubt whatever that a line can be had at a very low altitude indeed. As to two or three paltry bridges of 700 feet and 1200 feet, and a few others to connect Seymour Narrows with the north side of Bute Inlet, making that line impossible, it is sheer nonsense. Why we can do without bridges over navigable water till we can afford to build them. There is no bridge to connect the Grand Trunk Railway with Quebec. A steamer—a ferry boat connects that city with the railway at Point Levi,—a distance of nearly two miles. There was no Victoria Bridge at Montreal across the St. Lawrence when the Grand Trunk was built. On the Shore Line railway between Boston and New York the passenger cars are ferried over rivers. On leaving New York for Philadelphia, or vice versa, ferry boats carry the passengers across the Hudson, and the Delaware,—and in the winter season they have to contend with floating ice in the Hudson. We might enumerate place after place on the American Continent to show that narrow straits or sheets of water that are ferriable prove no obstacle to railway traffic. Such being the case elsewhere, why should Aran Rapids, Seymour Narrows, or any other navigable channel on Johnson Straits be considered an obstacle forcing the railway to Barrard Inlet. There is no engineering difficulty on the Bute Inlet route that is greater than those found in the Sierra Nevada and in the Wabash spur of the Rocky Mountains through which the American Pacific Railway passes. All the difficulties that can be conjured up about the Bute Inlet route are nothing to what were imagined twenty years ago about the Rocky Mountains and Sierra Nevada, the latter particularly. Hence so long as the greatest stretch of water is only 1800 feet to cross in order to bring the railway via Johnson Straits, we say let there be no faltering in getting the terminus here.

THE DAILY STANDARD.

Thursday November 24, 1870.

The Railway Route.

What object the Colonist can have in persistently opposing the Terminus, we don't know. Whose views it represents we don't know. Whether it is the mouth-piece of the Governor, Mr. Trutch, or any one else, on this question, we don't know. Whether it is the organ of a few office-seekers or not—and, consequently, anything that will apparently distort their schemes, has to be denounced—we don't know. We do know, however, that the Colonist has opposed the Terminus, does oppose the Terminus, and exerts every nerve to persuade the people to take the Railway clause as it is, and leave the Terminus to chance,—to a corps of unknown engineers, to be appointed by No-One-Knows-Who, and to be determined as they may think proper,—after Confederation shall have taken place. We could thoroughly comprehend such a recommendation in a journal not dependent on Victorian support—and not representing Victorian opinion. We could imagine how a paper in our midst, devoted to the interests of New Westminster or Barrard Inlet, or both, could studiously teach our people not to do anything about the Terminus, but to leave their vested interests in this part of the Colony to the tender mercies of a number of carpet-bag office-seekers. But we can't understand what object a real organ of local public opinion can have in working against the interests of its patrons. It is true that the paper in question has changed its tune respecting the possibility of amending the Terms of Confederation; and is now working, we must say, hustily in the wake of the STANDARD in favor of getting a better guarantee for the Graving Dock at Esquimalt, from Canada, inserted in the terms. This is a very proper come-down for our contemporary; but to set up the Graving Dock before the people, whilst ignoring the Terminus, is to throw the ball to the Victorians, whilst the kernel is to be enjoyed at Barrard Inlet. The Graving Dock we want. Esquimalt is the only place for it in British Columbia. But we have no notion whatever of being bought by a Graving Dock amendment to the Terms of Confederation, to overlook the importance of the Terminus at Victoria. An hundred thousand dollars or so can be raised any time to construct a patent slip that will answer every immediate purpose of disabled merchantmen; and under the Terms of Confederation, the Dry Dock will only cost Canada, in ten years, \$250,000; and if the time be extended to twenty years, only \$50,000. Yet for this paltry half a million dollars we are asked to shut our eyes to the fact that the Terminus if located elsewhere than at Victoria and Esquimalt would reduce the value of property here more in one year than it would cost us to construct the Graving Dock without the aid of Canada. No; it is the Terminus that we want here. It is the Terminus that we want inserted in the terms of Confederation. It is Victoria and Esquimalt as the Pacific terminus of the Victoria and Montreal Railway that we wish named in an amendment to the terms. Neither Barrard Inlet, Semiahmoo, or Bute Inlet, is the place where the first sod of the Canadian Pacific Railway should be turned, but here at Victoria. No terminus here, means poverty to men who are now comfortable. It means a heavy loss to every one who owns town or country property, in this part of the Colony. He who opposes its location here, or is willing to leave it to chance, is an enemy to our interest,—deny it who can. The people of this end of the Colony had, to use the words of a prominent public man, "better smoke their pipes for a year than starve the balance of their lives,"—had better delay Confederation a year than rule Vancouver Island interests." We are no advocates for delay; we believe there is no necessity for delaying Confederation. We do believe, however, that there is a paramount necessity to amend the terms of Confederation so as to fix the terminus here. We are heartily sick of the twaddle about the impossibility of bringing the railway here. There are absolutely no more, nor no greater engineering difficulties to overcome on the route via Johnson Strait than there are by way of the Fraser. Waddington established by years of exploration that from the mouth of the Homathco river at the head of Bute Inlet to the open country behind the Cascade Mountains there were no obstacles to the construction of a railway. Men competent to form an opinion, who have visited the Islet, have no hesitation in pronouncing the north side of Bute Inlet as suitable for a railway if a higher altitude than the water line be taken. If the railway ran on the top of the mount-

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artisements.

REMOVAL.

HEYER

INFORMS THE
Port of Victoria, British Columbia.
Removed to his
new home.

STORE

FORT STREET

and in addition to his
large and varied die

GOODS.

ast and Tea Sets,
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Sets,
Gloves,
Painted Bohemian-
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Sets, Liquor Bottles
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WARE.

GLASSES,
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CARAFFS,
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RWARE.

Cake Baskets,
Sauvers,
Soup Ladies,
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Sauers,
Napkin Rings,
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PS.

Bracket, Pedestal,
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WEEK.....\$1.00

DAY.....\$1.00

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LCRS.

RS, in Island District,
about 75 sets of winter
ood range for sale.

STANDARD OFFICE

SALE,

LE HOUSE

on the

WAGON ROAD.

and has now
about to go ahead.

hance to go ahead.

GEORGE SALTER,

45-Mile House.

The Daily Standard.

Thursday, November 24, 1870.

SHIPPING INTELLIGENCE.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED.

Nov. 23—^{10th} Flying Mist, Hoxie, Port Townsend.

CLEARED.

Nov. 23—^{10th} Flying Mist, Hoxie, Port Townsend.

FOOT RACE.—Yesterday afternoon, quite an excitement was caused by an announcement that there was to be a foot race between two officers—Lieut. Wrightson Tuck—of H. M. S. *Seville*, for the sum of \$100 and a racing gift. The race was to be from the Colonial Hotel, Government street, to the Club House, Esquimalt. Lieut. Wright gave his opponent a quarter of a mile the start, and at about 2½ o'clock, both parties started. Lieut. Tuck took the lead until the second bridge was reached, when Wright gradually came up with him and passed him near Mr. Russell's house. At the Bush Tavern, Tucker was hard to ride past in a buggy. Notwithstanding this, Wright continued his usual pace until he reached the Club House, making the time in 21 minutes, less five seconds, and there is no doubt but he can do it in less than 20 minutes.

MAINLAND ITEMS.—We call the following news items from the *Guardian* of the 23d inst.—It has been passed in the Municipal Council at New Westminster that "the water frontages be handed over to the Municipal Council at the expiration of five years." The backs of Alaska and Aymer have finished sailing to Moody & Co.'s mills, Burrard inlet, and will sail for Peru in a day or two. The peak in the wagon road above Yale has been completely repaired, and traffic re-commenced five days ago.... It is rumoured at Yale that Mr. Hoont has been elected for Cariboo. Moody & Co., of Burrard Inlet, have an order from the Peruvian Government for two million feet of lumber.... All the farmers in the Fraser river valley have fat cattle for sale, which they are about sending to Victoria.

Mr. THORNTON'S BENEFIT.—The Theatre last night was pretty well filled for the benefit of Mr. Thornton. The performance was good, and each party played the roles assigned to every advantage. In the musical intermission, Miss West sang a ballad and was encored several times. The Misses Pixley, of course, were encored after their singing. These young ladies take a great interest in their profession, and it is a pleasant pity that the troupe with which they are connected is not better patronised. In order to give Miss West a chance to have a good benefit to-morrow evening, there will be no performance to-night. Every person ought to buy a ticket for the benefit, as it will be one of the best performances which has yet been given by the troupe.

Inquest.—An inquest was held yesterday before A. F. Pemberton, Esq., Coroner, on the body of a man who was found drowned on Tuesday. A jury were impanelled, of which Mr. James Orr was foreman. They proceeded to the dead house and viewed the body, after which they returned to the Court House. The evidence adduced before the jury went to show that the deceased was named George Walker, formerly a seaman on board H. M. S. "Cormorant," and late of the H. B. C. steamer *Otter*. It is supposed that he was trying to get on board of her at Montymont on the 17th. One thousand Germans were killed, wounded, and captured. The Prussians withdrew from cannon shot of the fortress.

LONDON, Nov. 22.—Heavy rains delay telegraphing.

A special from Berlin to the *Times* says Russia seeks to prove it to be a story of her buying an American fleet for the Black Sea squadron. Her language is pacific.

LORD Russell died with the Crown Prince on Sunday.

The Post officially denies that Bismarck repudiates the existence of an understanding with Russia about the *Eximia*.

NEW YORK, Nov. 22.—The Constitution says Russia errs in thinking the neutrality of the Black Sea a Napoleonic idea. It is a traditional policy of France.

LONDON, Nov. 22.—The feeling in regard to the Russian question is much more healthy. Confidence is in a greater part restored in money circles. Breadstuffs are declining.

MADRID, Nov. 22.—The Imperial says Aosta's acceptance arrived on Sunday. An escort, with the squadron, leaves Earthquak on Genoa on Friday.

FLORENCE, Nov. 22.—The Italian elections certainly favor the Government, though returns are imperfect.

LONDON, Nov. 22.—A telegram dated Vienna, Nov. 22, referring to Austria's rejoinder is supposed to have been promised by England; and says that Russia's wishes relative to the Black Sea might have been put forward through diplomatic circles, and possibly accepted by the Great Powers concerned.

LONDON, Nov. 23.—Gortzachakoff's an-
gele to Granville left on Monday by a special messenger. It was not communicated but his dispatch intimated that the note is conciliatory.

It is believed at the Foreign Office that Gortzachakoff will withhold the precise information from Sir A. Buchanan, and encouraged him to report favorably to London regarding the disposition of Russia.

VERSAILLES, Nov. 21.—A despatch from the Tribune's special correspondent at Versailles, dated 21, says: That Rupke has been received with the greatest cordiality and will have an opportunity of discussing his English views under the most favorable circumstances. Official information is to the same effect.

A special correspondent of the *Times* at Versailles telegraphs to-day that intelligence has been received that a most conciliatory answer has been sent to England by Gortzachakoff.

There is a marked change in the tone of the English Foreign Office since last week, when Granville's answer was first published.

It is feared that public opinion should not support a protest involving a possible re-course to war.

The English press was so unanimous that it is officially said to have had an unbound effect, on Gortzachakoff, and that now a peaceful solution is looked for. Apprehension is expressed, also officially lest a war might be aroused that might be difficult to avert.

NEW YORK, Nov. 22.—A world's London Cable says: That Downing street believes the Russes will submit her claim to a Congress after the present war.

The reparation of Paris again obstructs an armistice. Paris is quiet within and without.

BERLIN, Nov. 23.—According to a letter from Versailles incessant exertions are directed in the formation of two lines of investment to cover the operations of the interior. One is a strategy of General Daurelles as it is understood at Versailles, and has been made with a contrivance with the centre at Orleans.

Daurelles has extended his lines both north and south intending to close the Germans on both flanks.

The latter have executed similar moves falling back at the same time towards Paris.

General Daurelles' line is now said to extend from Marmont through Verdun, Orleans, and Bourges to Nevers. His main body rests along this line. It is feared that a large section of his force has passed North toward Epernay. His line also extends from Orleans to Angerville and in a triangle, where Vendome, Orleans and Augerville form points.

The Germans lines extend from Chateauneuf through Chartres.

EASTERN STATES.

New York, Nov. 22.—The latest gossip

from Washington is that Ben Butler is to be appointed Secretary of State.

WASHERS.—Nov. 22.—Effort is being made to induce the President to revoke the appointment of Vaughan as Governor of Utah recently promoted from the secretaryship of that territory.

THANKSGIVING DAY.—This being the day

set apart by the President of the United

States for thanksgiving, it will be observed

by most of our American citizens as a holiday. The telegraph office will be closed

from 11 o'clock, a. m., to 6 o'clock p. m.

POST OFFICE.—Mr. J. P. Davies' sale which was to have taken place to-day, has been postponed until to-morrow. In addition to the articles already advertised there is a large assortment of dry goods, which will also be sold.

POST OFFICE.—The schooner Flying

Mist, arrived early yesterday morning from Whidby Island via Port Townsend with five

passengers and a quantity of freight consist-

ing of 13 hogs, 1 dozen chickens, 13 dozen

eggs and a quantity of second-hand furniture,

which were consigned to J. Heywood, Captain

and Mrs. Nunn.

The funds for the relief of the widows and

orphans made by the loss of the Captain has

reached \$10,000. The Central Relief Com-

mittee at Portsmouth have on their books

105 widows, 320 orphans and 70 parents of

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New Advertisements.

\$40,000.

Forty Thousand Dollars will be paid by the Bank of British Columbia to any one who can prove to the satisfaction of P. Bocion, Soda Water and Syrup Manufacturer, 100 Johnson Street, that the said P. Bocion does not make the best Soda Water and Syrup in Victoria.

Johnson Street.

P. STEVENS,

100 BURST, opposite William & Rickman's CONFECTIONER, FRUITERER CHOICE HAVANA CIGARS, TOBACCO, and PIPES, &c., &c.

W. B. Fresh Fruit of every description by every

Master.

150 CORDS DRY WOOD,

FOR SALE.

J. W. WILLIAMS,

Livery and Sale Stables, corner Johnson and Government Streets.

Wm. C. BRYANT

FARRIER AND HORSE-SHOER,

JOHNSON STREET,

SHOEING DONE WITH DISPATCH

at the price of the Veterinary

College. Particular pains taken with Livery and Interfering Horses. All

Lame and Crippled Horses will find immediate relief by Shoeing on the above principle.

All Work warranted to give satisfaction.

EX PRINCESS ROYAL

From Liverpool

AGENERAL DRY GOODS,

HOSIERY, UNDERCLOTHING,

CARPETS, RUGS, &c.

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